

Note

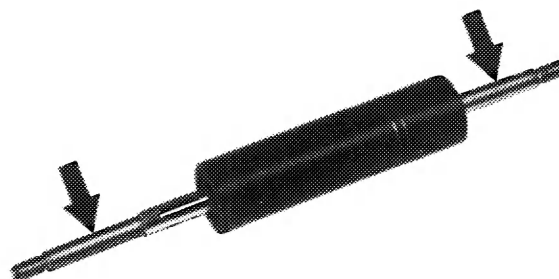
There are engine shock absorbers with 6.0 mm and 6.6 mm diameter rods (arrows).

The corresponding disk washers are bored to a diameter of 6.6 mm and 6.9 mm, respectively.

Be sure not to cross the parts.

In the event of repair, the disk washers of 6.6 mm diameter may be bored to 6.9 mm diameter.

The engine shock absorbers with 6.6 mm diameter rods are distinguished by a groove.



100-16277

Moreover, the disk washers have different types of galvanization.

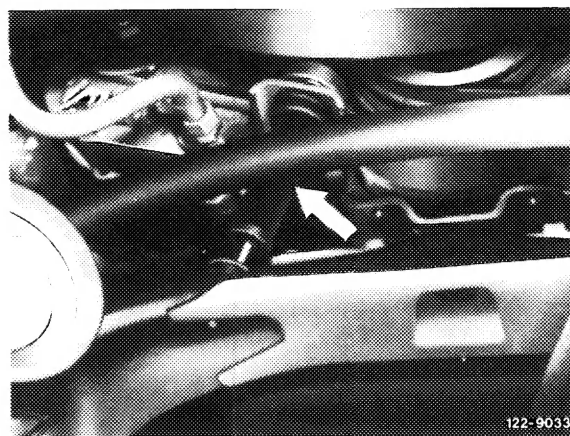
The disk washer with the 6.6 mm diameter bore has polished yellow galvanization.

The disk washer with the 6.9 mm diameter bore has polished white galvanization.

Install engine shock absorber so that piston rod is pointing downward.

A. Engine 616 in type 115.1

Note: The engine shock absorber is fitted at front right (arrow).



122-9033/2

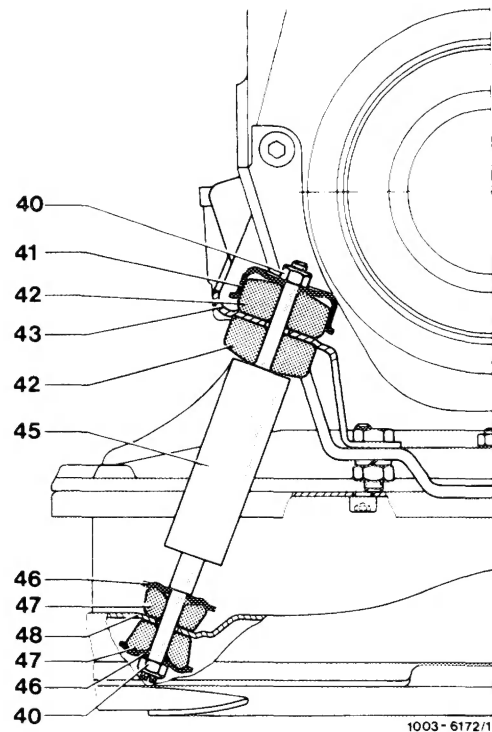
Removal

1 Unscrew nuts (40).

To unscrew the bottom nut, support piston rod at place provided for this purpose, using a screwdriver (illustration, item 5).

2 Compress engine shock absorber and remove in downward direction.

40 Nut	45 Engine shock absorber
41 Disk washer	46 Disk washer
42 Rubber buffer	47 Rubber buffer
43 Bracket	48 Crossmember



Installation

3 Place lower rubber buffer (42), upper disk washer (46) and upper rubber buffer (47) in position.

4 Compress engine shock absorber (45) and insert with piston rod at bottom.

5 Fit all other parts, referring to drawing.

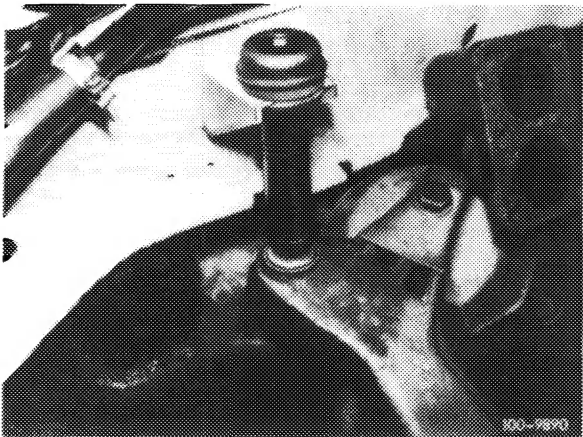
6 To tighten lower nut (40), secure piston rod at place provided for this purpose (arrow), using a screwdriver.



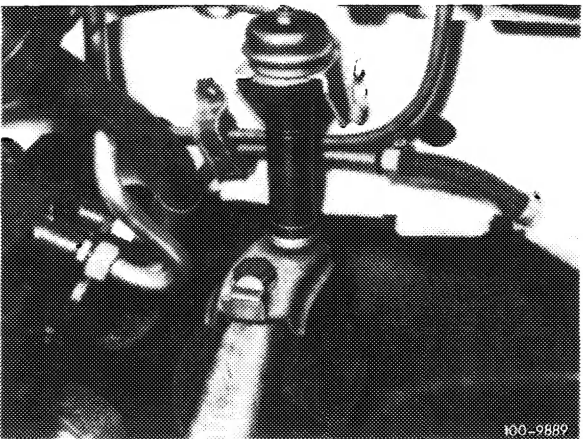
100-10183/h

B. Engine 617 in type 115.1

Note: This type has two engine shock absorbers, located between the engine bearer and bodywork.



Engine shock absorber, straight-ahead right



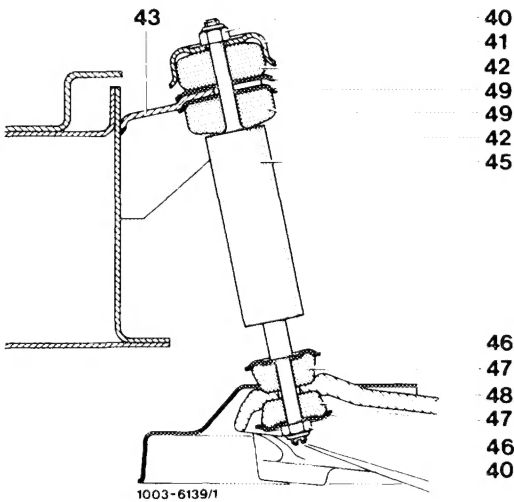
Engine shock absorber, straight-ahead left

Removal

1 Release right-hand engine shock absorber (straight-ahead) at top and bottom, forcing out of bracket at top in direction of engine.

Engine shock absorber, straight-ahead right

- | | |
|--------------------------|-----------------------------|
| 40 Nut | 46 Disk washer |
| 41 Disk washer | 47 Rubber buffer |
| 42 Rubber buffer | 48 Bracket on engine bearer |
| 43 Bracket | 49 Disk washer |
| 45 Engine shock absorber | |



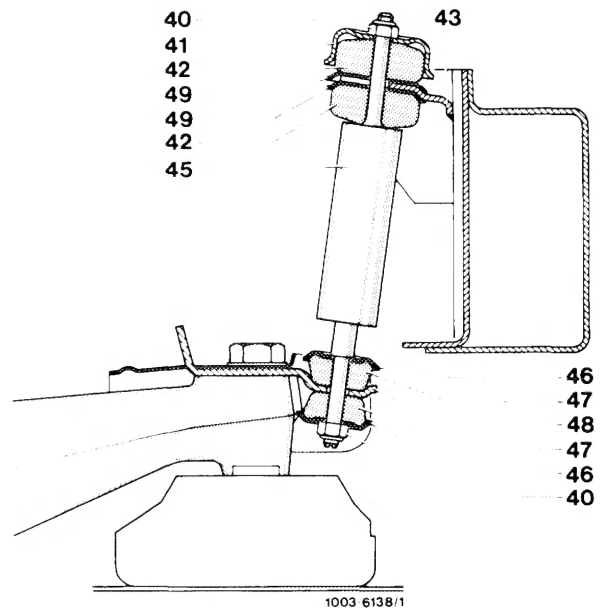
To unscrew lower nut, secure piston rod at place provided for this purpose, using a screwdriver (illustration, item 5).

2 Release left-hand engine shock absorber (straight-ahead) at top and unscrew bolt which holds engine bearer.

Force engine shock absorber out of bracket at top in direction of engine and remove with bracket on engine bearer.

Engine shock absorber, straight-ahead left

- | | |
|--------------------------|-----------------------------|
| 40 Nut | 46 Disk washer |
| 41 Disk washer | 47 Rubber buffer |
| 42 Rubber buffer | 48 Bracket on engine bearer |
| 43 Bracket | 49 Disk washer |
| 45 Engine shock absorber | |



Installation

3 Insert engine shock absorber.

Caution:

Disk washers (49) must be located against bodywork above and below bracket (43). The arched part of the disk washers must point upward.

4 Fit all other parts, referring to drawing.

5 To tighten lower nut (40), secure piston rod at place provided for this purpose (arrow), using a screw-driver.

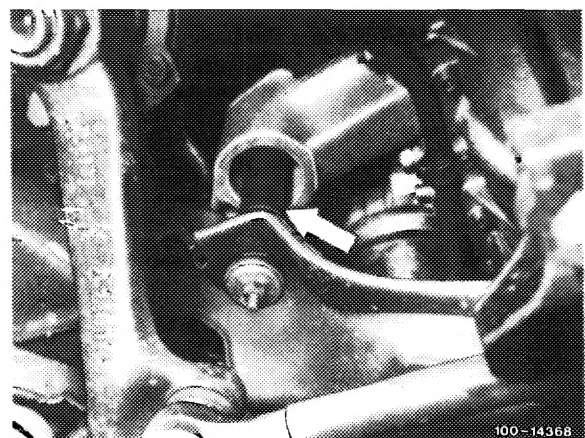


100-10183/1

C. Engines 615, 616 in type 123.1

Note: Models with automatic transmissions have an engine shock absorber (arrow) located between engine bearer and crossmember at left-hand side in straight-ahead direction.

The engine shock absorber was introduced subsequent to the beginning of the series.



100-14368

Previously manufactured models which are brought in on account of vibrations (stuttering) can be retrofitted with the shock absorber (00—241).

This does **not** apply to models with manual transmissions.

Complaints about noises (drumming sounds) from the engine shock absorber can be rectified as follows:

The mounting hole in the crossmember is to be bored to 10 mm diameter and rubber grommet (49), part No. 000 997 18 81, fitted in the hole.

Tighten nut (40) to thread stop on piston rod and then slacken by about 5—6 turns.

Removal

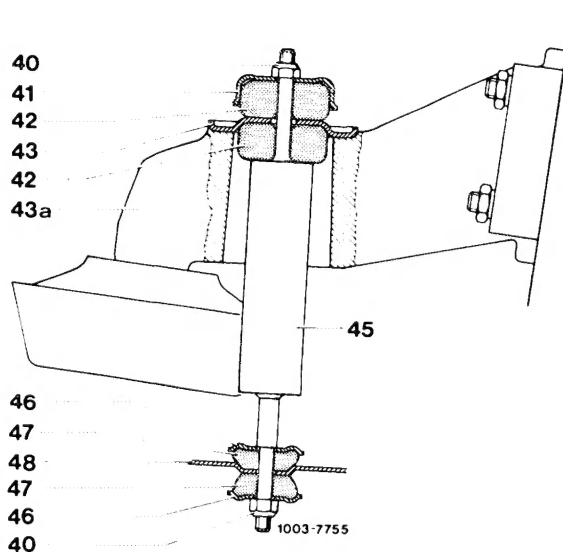
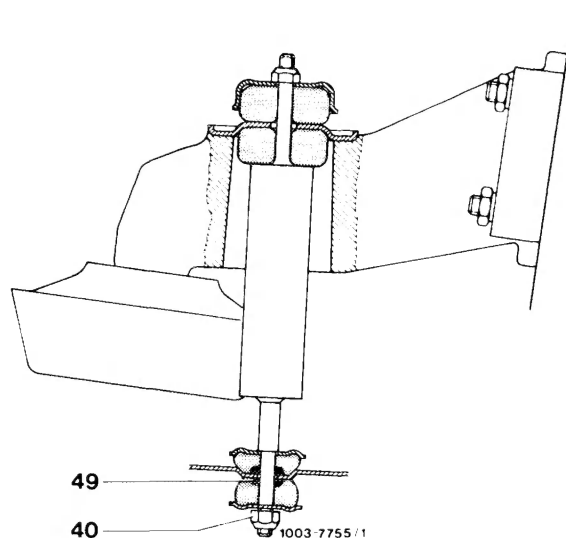
- 1 Unscrew nut (40).

To unscrew lower nut, secure piston rod at place provided for this purpose, using a wrench (illustration, item 7).

- 2 Unscrew flange (43) on engine bearer (43 a).

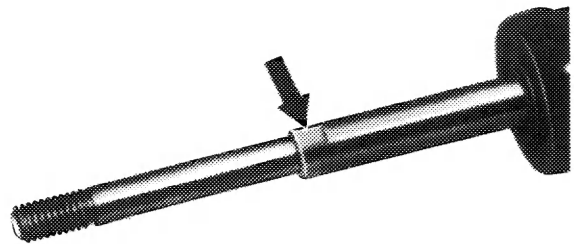
- 3 Remove engine shock absorber (45) and flange (43 a) in upward direction.

- | | |
|-------------------|--------------------------|
| 40 Nut | 45 Engine shock absorber |
| 41 Disk washer | 46 Disk washer |
| 42 Rubber buffer | 47 Rubber buffer |
| 43 Flange | 48 Crossmember |
| 43a Engine bearer | |



Installation

- 4 Place upper disk washer (46) and upper rubber buffer (47) in position.
- 5 Position engine shock absorber (45) so that piston rod points downward into hole in crossmember.
- 6 Place lower rubber buffer (42) in position and fasten flange (43) to engine bearer (43a).
- 7 Fit all other parts, referring to drawing.
- 8 To tighten lower nut (40), secure piston rod at place provided for this purpose (arrow), using a wrench.



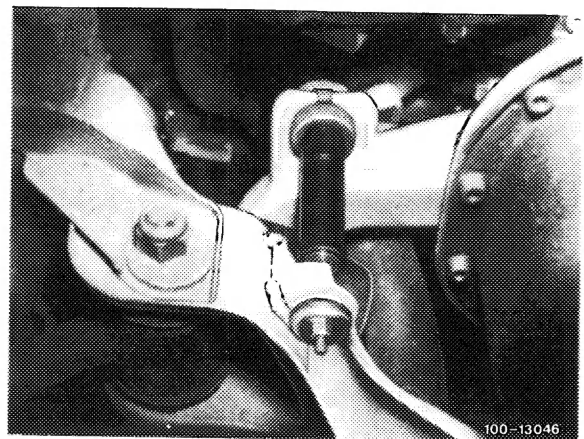
100-13099

D. Engine 617 in type 123.1

Note: There are two engine shock absorber arrangements for this type.

1st arrangement

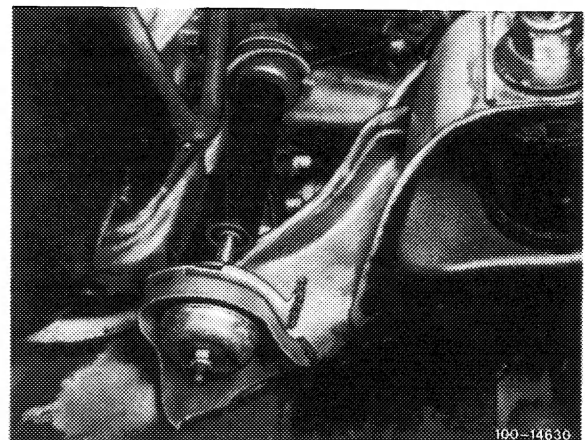
One engine shock absorber, fitted at right-hand side in straight-ahead direction between engine bearer and bracket for upper transverse link.



100-13046

2nd arrangement

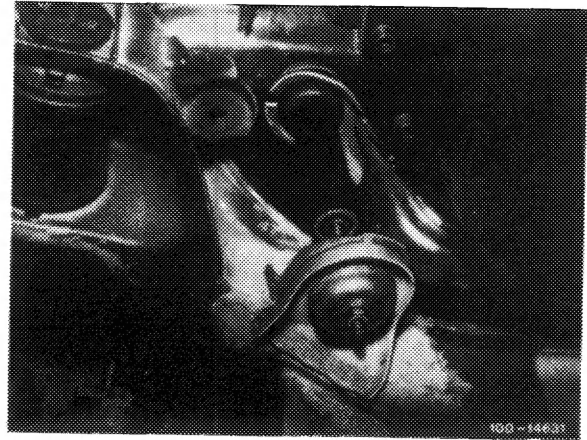
Two engine shock absorbers fitted between one bracket on oil pan and crossmember.



100-14630

Straight-ahead right

Previously manufactured vehicles (with one engine shock absorber or without), which are brought in on account of stuttering, idling vibration or structure-born drumming sounds, can be retrofitted with two engine shock absorbers (2nd arrangement) (00-242).



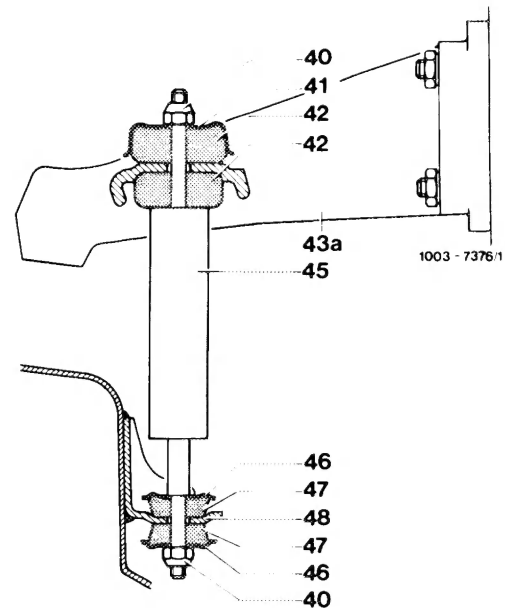
Straight-ahead left

Removal

- 1 Unscrew lower nut (40).

To do so, secure piston rod at place provided for this purpose, using a wrench (illustration, item 10).

- 2 Remove lower disk washer (46) and rubber buffer (42 or 47).

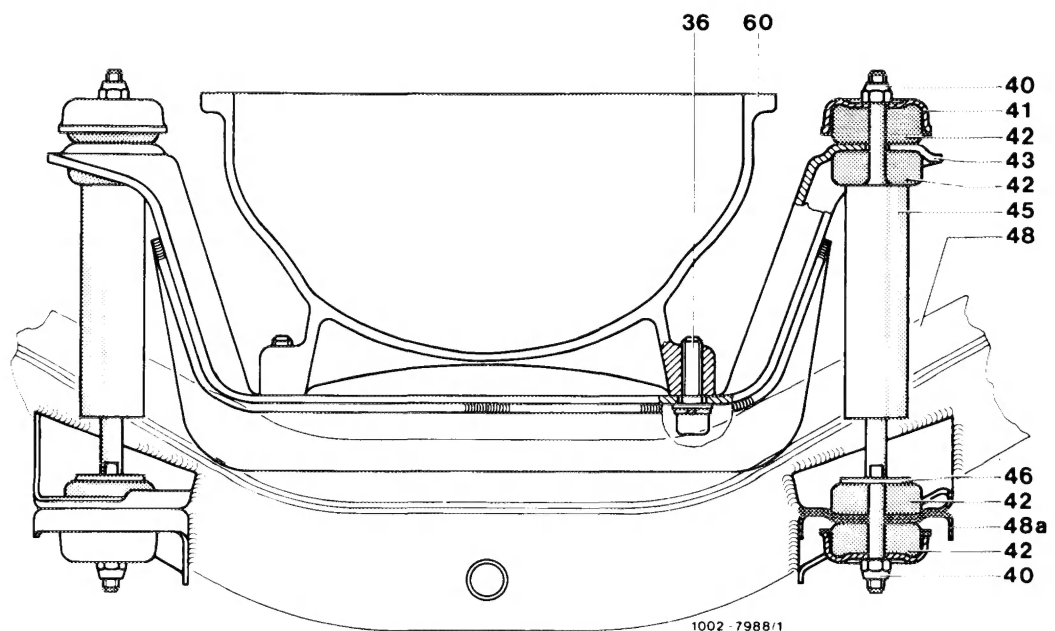


1st arrangement

- | | |
|-------------------|--------------------------|
| 40 Nut | 45 Engine shock absorber |
| 41 Disk washer | 46 Disk washer |
| 42 Rubber buffer | 47 Rubber buffer |
| 43a Engine bearer | 48 Bracket |

2nd arrangement

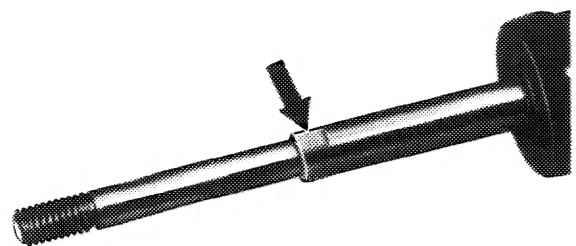
- | |
|--------------------------|
| 36 Bolt M 8 x 30 |
| 40 Nut |
| 41 Disk washer |
| 42 Rubber buffer |
| 43 Bracket |
| 45 Engine shock absorber |
| 46 Washer |
| 48 Crossmember |
| 48a Bracket |
| 60 Oil pan |



- 3 Draw engine shock absorber upward out of oblong hole in bracket (43) or engine bearer (43a).
- 4 Take engine shock absorber out in upward direction.
- 5 Unscrew upper nut (40).
- 6 Remove rubber buffer (42 and 47) and disk washer (46).

Installation

- 7 Place rubber buffer (42) on engine shock absorber.
- 8 Place disk washer (46) and rubber buffer (42) on piston rod.
- 9 Insert engine shock absorber (45) so that piston rod points downward into hole in bracket (48 or 48a).
- 10 Fit all other parts, referring to drawing.
- 11 To tighten lower nut (40), secure piston rod at place provided for this purpose (arrow), using a wrench.



100 - 13099